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20 December 1962

MEMORANDUM FOR : Chief, Operations Division, Office of Special Activities

SUBJECT : SAC OPORD 1009

REFERENCE : Memo for AAD/OSA from C/OD/OSA, dated 18 December 1962; Same Subject (IDEA 0965) and Attachment (TCS 13230-62)

1. I have read the attachment to your memorandum of 18 December and believe in general that it does not do violence to our historical assumptions about what would happen to IDEALIST assets in the event SAC were to be ordered to envoke its EWP. There are one or two nitpicks, however.

a. In the light of events of this year, specifically since the date of the draft OPORD (1 June 1962), I am inclined to believe that paragraph 10 is unrealistic as far at least as the so-called "cover story" of weather/sampling capability. I am not at odds with the requirement to restrict on a need-to-know basis information about the exact extent of systems capability of the U-2, however.

b. Annex A to the basic order states in several places, i. e., paragraph 1 a., paragraph 3, etc., that "U-2 aircraft, all allied equipment, U-2 pilots, and military personnel" will be transferred to SAC. I submit that someone must have assumed that the present U-2 civilian pilots are military because unless they were to be used simply as IP's within the ZI only, they would be under the Geneva Convention ineligible to fly SAC military aircraft. If there is an intention on the part of SAC to draft these civilian pilots back into the Service without their consent, I think we should know of that now so that the individuals can be informed. It is worth noting in this context that these men are civilians without any reserve Air Force affiliation which would permit their recall under wartime conditions.

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c. I am also curious regarding the fact that the entire paper is silent on the question of basic differences between the U-2C, the U-2F, and the SAC J-57 U-2's. You will recall in the Cuban crisis the panic into which SAC was thrown by having to suddenly accept operational capability for aircraft with which their pilots were unfamiliar, not to mention their maintenance personnel and the like. It seems to me then that SAC by being silent on this subject is ignoring a fact which would severely hinder their utilization of these same Agency aircraft under the crisis conditions which would undoubtedly be prevalent under an EWP. I am not, on the other hand, inviting them to staff out a training program against the day when the EWP might arrive, but I do think they should take this into account in determining the speed with which these assets, once transferred, could be utilized without hazard.

2. None of the above should be construed as a basic objection to the terms of the order as it now stands. I would ask, however, that you convey these sentiments on my behalf to AFOOP/SA in the course of your coordination with them. Let me know if there is anything formal which I need to write on this matter out-of-house.

JAMES A. CUNNINGHAM, JR.
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(Special Activities)

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